[025] Fig. 1:

A drive engine 26 ~~(not shown)~~ drives a converter housing 1. The drive engine is connected to an auxiliary drive 27 ~~(not shown)~~, preferably a hydraulic pump. When actuated, a clutch 2 connects a pump impeller of the hydrodynamic torque converter. When rotating, the pump impeller drives a turbine rotor 4 which is connected by a connection (not shown) to a change-under-load transmission 5, which it drives. The change-under-load transmission 5 drives drive-wheels 6. An electronic control unit 7 determines the condition of the drive train by virtue of a pressure sensor 8 and/or a speed sensor 9 and/or a speed sensor 10 and/or a speed sensor 11 and by virtue of a sensor on a driving pedal 12 and a sensor on the control lever 13 of the working hydraulic system and/or a speed sensor 14 on the transmission and/or a speed sensor 15 on the drive shaft between the transmission 5 and the drive wheel 6. In particular, when the clutch 2 is slipping, the pressure in the converter housing 1 and the torque of the turbine rotor 4 are important. By knowing the speed of the pump impeller 3 and knowing a rotation speed of the turbine rotor 4 or that of components connected after it in the drive train, as well as other operating parameters of the converter, the torque of the turbine rotor 4 and the pressure inside the converter housing 1 can be determined by computation. When the driver specifies a speed by means of the driving pedal 12 and, at the same time, actuates the control lever 13, the drive engine is adjusted in such a manner that the auxiliary drive produces enough power for the working hydraulic system while, at the same time, the clutch 2 is actuated in such manner that the vehicle moves at the desired, specified speed. To control the clutch 2, the electronic control unit 7 emits a signal to a proportional valve 16, which already takes account of the internal pressure in the converter housing 1, such that the proportional valve 16 applies pressure to the actuation device of the clutch 2.